STANDARD SIGN SUMMARY GENERAL NOTES

1. ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.

2. SIGN ERECTION STATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR OF BY THE PROJECT ENGINEER WITHOUT PRIOR APPROVAL FROM THE DISTRICT TRAFFIC ENGINEER.

3. ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF SEVEN (7) FEET THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN OR ASSEMBLY.

4a. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON ALL OTHER ROADWAYS SHALL BE SIX (6) FEET FROM THE EDGE OF THE PAVED SHOULDER OR TWELVE (12) FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEARER EDGE OF THE SIGN(S), WHICHEVER IS GREATER. THE HORIZONTAL CLEARANCE IN NON-MOUNTABLE CURB SECTIONS SHALL BE AT LEAST TWO (2) FEET FROM THE CURB FACE TO THE NEARER EDGE OF THE SIGN(S).

4b. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS MOUNTED BEHIND GUARD RAIL SHALL BE SIX (6) FEET FROM THE FACE OF THE GUARD RAIL TO THE NEARER EDGE OF THE SIGN(S).

5. SIGN PLATE, HORIZONTAL RECTANGULAR SIGNS OVER FORTY-EIGHT (48) INCHES IN WIDTH SHALL BE MOUNTED ON TWO (2) POSTS WITH TWO (2) EACH 2 INCH X ¼ INCH X (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAPS. THE STRAPS SHALL BE FLUSH WITH THE BACK OF THE SIGN WITH ONE EACH ACROSS THE TOP AND BOTTOM OF THE SIGN. THE CENTERLINE OF EACH POST SHALL BE INSET 1/6TH OF THE SIGN WIDTH FROM THE EDGE OF THE SIGN. SIGN PLATE BOLT HOLES SHALL BE ⅜ INCH DIAMETER, DRILLED OR PUNCHED, AS SHOWN ON THE SIGN PLATE DETAILS.

6. EACH 42 OR 48 INCH WIDE X 18 OR 24 INCH HIGH SIGN REQUIRES ONE 2 INCH X ½ INCH X (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAP LOCATED IN THE CENTER OF THE SIGN AND FLUSH WITH THE BACK OF THE SIGN.

7. SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY - TYPICAL FRAMING DETAILS.

8. TYPE III (ENCAPSULATED LENS) REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS I OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.

9. TYPE IX (WIDE ANGLE PRISMATIC) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3A, R1-4A, R5-1, R5-1A).

10. TYPE IX (WIDE ANGLE PRISMATIC) FLUORESCENT YELLOW GREEN REFLECTIVE SHEETING SHALL BE USED FOR SCHOOL ZONE (S1-1, S2-1, S3-1, S4-3, AND THE TOP PORTION OF THE S5-1) SIGNS, BICYCLE CROSSING (W11-1) SIGNS, AND PEDESTRIAN CROSSING (W11-2 AND W11A-2) SIGNS. SIGNS WITHIN THE SAME ASSEMBLY AS THE SCHOOL ZONE SIGNS SPECIFICALLY LISTED ABOVE AND ALL REGULATORY SIGNS PLACED AS PART OF THE SCHOOL ZONE SIGNING SHALL HAVE TYPE VI (WIDE ANGLE PRISMATIC) REFLECTIVE SHEETING BACKGROUNDS OF THE APPROPRIATE COLOR.

11. TYPE IX (WIDE ANGLE PRISMATIC) FLUORESCENT YELLOW REFLECTIVE SHEETING SHALL BE USED FOR ALL WARNING SIGNS.

12. A ½ INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.

13. WHERE SIGNS WITHIN AS ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL ⅜ INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.

14. FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.

15. CONTRACTOR WILL, AS REQUIRED BY THE ENGINEER, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.

GENERAL NOTES

1. THIS PROJECT REQUIRES A N.O.I.

2. ALL BORROW AND WASTE SITES AND STOCKPILE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL.

3. ALL EXISTING DRIVEWAY PIPES ARE TO BE REMOVED UNLESS NOTED TO BE LEFT IN PLACE.

4. MAINTAIN ACCESS TO ALL DRIVEWAYS DURING THE LIFE OF THE PROJECT.

5. THERE IS NO SUITABLE PLACE TO BURY EXISTING CONSTRUCTION DEBRIS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF EXISTING CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.

6. ALL DRIVES THAT ARE TO BE RECONSTRUCTED SHALL BE REPLACED IN KIND I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND GRAVEL OR DIRT DRIVES ARE TO BE RECONSTRUCTED WITH ASPHALT TO THE LIMITS OF ROADWAY CONSTRUCTION OR RIGHT OF WAY WHICHEVER IS GREATER. WHERE REQUIRED, DRIVES SHALL BE CONSTRUCTED AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE DRIVEWAY SUMMARY:

ASPHALT DRIVES-RESIDENTIAL: 165 LBS./SQ. YD. ASPH. CONC., 9.5 mm SUPERPAVE, 6" GRADED AGGREGATE BASE
COMMERCIAL: 165 LBS./SQ. YD. ASPH. CONC., 9.5 mm SUPERPAVE
220 LBS./SQ. YD. ASPH. CONC. 19 mm SUPERPAVE
6" GRADED AGGREGATE BASE
CONCRETE DRIVES- RESIDENTIAL: 6" DRIVEWAY CONCRETE

7. DURING CLEARING AND GRUBBING, THE CONTRACTOR SHALL REMOVE THE FOLLOWING SIGNS PER SECTION 107. THE COST OF REMOVAL OF THESE SIGNS SHALL BE INCLUDED IN GRADING AND COMPLETE.
210+60 AT 52' RIGHT, 6' DBL POLE WOODEN NON ELECTRIC SIGN
212+88 AT 44' RIGHT, 20' SGL POLE ELECTRIC SIGN
220+30 AT 44' RIGHT, 10' DBL POLE ELECTRIC SIGN

UTILITY OWNERS	FACILITY
CITY OF CAIRO	CABLE/SEWER/WATER/ELECTRIC/GAS
SOUTHERN NATURAL GAS	GAS
MEDIACOM	CABLE
WINDSTREAM	TELEPHONE

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PIPE CULVERT MATERIAL ALTERNATES FOR COASTAL PLAIN REGION

PIPE CULVERT MATERIAL ALTERNATES FOR COASTAL PLAIN REGION

TYPE OF PIPE INSTALLATION			CONCRETE	CORRUGATED STEEL AASHTO M-36		CORRUGATED ALUMINUM AASHTO M-196	PLASTIC			
				ALUMINUM COATED (TYPE 2) CORR. STEEL	PLAIN ZINC COATED	PLAIN UNCOATED ALUMINUM	CORR. POLY-ETHYLENE AASHTO M-252	CORR. POLY-ETHYLENE SMOOTHED LINED AASHTO M-294 TYPE "S"	POLY VINYL CHLORIDE (PVC) PROFILE WALL AASHTO M-304	POLY VINYL CHLORIDE (PVC) CORRUGATED SMOOTH INTERIOR ASTM F-949
STORM DRAIN	LONGITUDINAL INTERSTATE AND TRAVEL BEARING		X							
	LONGITUDINAL NON-INTERSTATE AND NON-TRAVEL BEARING		X					X	X	X
	CROSS DRAIN GRADE ≤ 10%	ADT<250	X					X	X	X
		250<ADT <1500	X					X	X	X
		1500<ADT <15,000	X					X	X	X
		ADT >15,000	X							
	CROSS DRAIN GRADE >10%	ADT<250						X	X	X
		ADT>250						X	X	X
SIDE DRAIN			X					X	X	X
PERMANENT SLOPE DRAIN				X	X	X		X	X	X
PERFORATED UNDERDRAIN				X	X	X	X	X		X

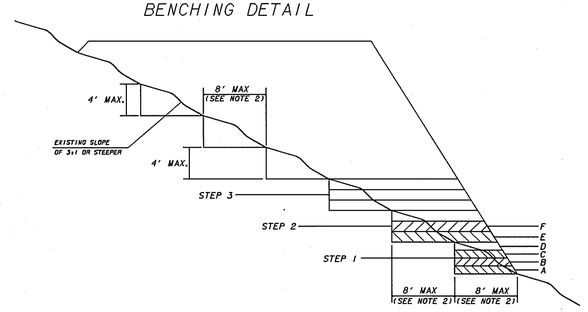
1. ALLOWABLE MATERIALS ARE INDICATED BE AN "X".
2. STRUCTURAL REQUIREMENTS OF STORM DRAIN PIPE WILL BE IN ACCORDANCE WITH GEORGIA STANDARD 1030-D OR 1030-P, WHICHEVER IS APPLICABLE, AND THE STANDARD SPECIFICATIONS.

Cross Drain and Storm Drain Pipe
Unless noted otherwise in the plans, the pipe sizes specified for cross drain pipe and storm drain pipe are based on a Manning's "N" design value of 0.012. Alternate pipe materials with Manning's N design values less than or equal to 0.012 may be used as noted in the Allowable Pipe Materials Chart.

The Contractor may, at his own expense, submit other designs considering alternative pipe materials with Manning's N design values greater than 0.012 to the Project Engineer for approval. The submitted designs shall be stamped and sealed by a qualified Professional Engineer.

Side Drain Pipe and Under Drain Pipe
Alternate pipe materials may be used as noted in the Allowable Pipe Materials Chart. Side drain pipe is normally designed using a Manning's N value for corrugated metal pipe. Submission of alternate designs with lesser friction coefficients is not required.

BENCHING DETAIL



NOTES:

1. WHERE THE EMBANKMENT IS TO BE PLACED ON A HILLSIDE OR ANOTHER EXISTING EMBANKMENT HAVING A SLOPE OF 3 TO 1 OR STEEPER, THE FOUNDATION MUST BE BENCHED WHILE THE EMBANKMENT IS BEING MADE. (SEE DIAGRAM ABOVE)
2. THE PROCESS OF BENCHING IS CONSIDERED INCIDENTAL TO THE ITEM OF UNCLASSIFIED EXCAVATION AND BORROW OR GRADING COMPLETE IN CONSTRUCTION OF THE EMBANKMENT AND NO ADDITIONAL MEASUREMENT OF QUANTITY OR PAYMENT WILL BE MADE FOR BENCHING.
3. THE DIAGRAM SHOWS THAT BEFORE LAYER "A" IS PLACED THE FIRST STEP (1) IS CUT INTO THE SLOPE A MAXIMUM DISTANCE OF ABOUT 8 FEET (ABOUT THE WIDTH OF THE TYPICAL D-8 BULLDOZER BLADE). SUCCESSIVE LAYERS B, C, AND D ARE THEN PLACED BEFORE LAYER "E" IS PLACED. THE SECOND STEP IS CUT 8 FEET INTO THE SLOPE AND SUCCESSIVE LAYERS ARE AGAIN PLACED. IF IT IS ANTICIPATED THAT THE VERTICAL PART OF THE STEP WILL EXCEED 4 FEET IF A 8 FEET HORIZONTAL CUT IS MADE, THEN THE ACTUAL CUT STOPS WHEN THE VERTICAL PART REACHES A MAXIMUM OF 4 FEET ALLOWING THE HORIZONTAL DISTANCE TO VARY.

GEORGIA
DEPARTMENT OF TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 4

GENERAL NOTES

SR 93 @ JOYNER ROAD

DRAWING No. 4-001